

From Thursday's Bell

The match was for the Sheep Creek challenge cup, given this year by the men of Millarville for annual competition. It is a very fine cup and many good matches will be played.

Mrs. J. Dufos and family arrived last night from the ranch.

CHAS. PERRENOUD
WEST 126 HILL CREEK
P. O. COCHANE

J. H. INGRAM. Manager, Pine Creek
Post Office:
DE WINTON
Cattle branded XW
on left side.
Horns XMM on right



JOSEPH HOWARD
Cedarvale, F. O.
Manager: North of How
cattle branded same
as and on left side.
and name as here.

Secretary, Industrial Board of Trade
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RECEIVED

Mr. Whyte Interviewed On His Return From Siberia. Some Vividly Interesting Impressions of That Country.

William Whyte, who is probably the best known railway man in the West, and who now occupies the position of assistant to the president of the C. P. R., was interviewed between Newcastle and Calgary on Thursday, by a representative of The Herald.

Mr. Whyte had just returned from a tour round the world which occupied exactly twelve months from London to Vancouver, via St. Petersburg, Moscow and Vladivostok. F. W. Godsal, of Pincher Creek, was present during the interview, which took place in Mr. Whyte's private car, where the visitors were received with his well known genial courtesy.

Mr. Whyte told a most entertaining story of his experiences in St. Petersburg and on the long trans-continent trip through Siberia. He is not only a close observer, but possesses the ability to talk graphically of what he sees. The principal object of his long trip, was to investigate the trade possibilities and general outlook with a view to the establishment by the C. P. R. of a fast line of steamers similar to the Empress line now running between Vancouver and China. Japan, he said, is a proposed steamship line would connect Canada with Vladivostok, the principal port on the eastern coast of Siberia. It will give to the C. P. R. connection with the immense districts of Russian Asia with their millions of people, a market, the possibilities of which are said to be enormous.

In regard to the direct result of his trip, Mr. Whyte is, of course, not at present in a position to speak definitely for publication; but he gave his visitors an extremely interesting and intelligent idea of the character of the country through which he passed, the people he met, and indicated in some measure the tremendous possibilities of the country if guided by a wise and progressive policy.

Mr. Whyte, who looks exceedingly well after his long and arduous trip, was accompanied by Messrs. Nathan and Harvey of Winnipeg, and Mr. Lister, a secretary who he engaged in London and who spoke Russian and a native.

He showed The Herald a mass of information which he succeeded in obtaining from the Russian government authorities. This information relates to the land laws of Siberia; the mineral regulations; the regulations under which concessions may be obtained from the government; the markets of the country, with the imports and exports; the various industries, manufactured goods, beer and spirits, etc., which are consumed in the country; in what quantities they are imported and from what countries. He also studied the customs tariff and secured information as to the rates of freight charges on the Siberian railway, together with much other extremely valuable and exclusive information which he will be using in making his report to his colleagues in the management of the C. P. R.

He left London on May 27, and having arranged all his passports, letters of introduction, etc., went via Paris to St. Petersburg where he interviewed Finance Minister de Witte, who Mr. Whyte said was without doubt the greatest man in Russia. He was received with courtesy by M. de Witte to whom he stated the object of his trip, as he had to Prince Kulkoff, minister of railways, and was given letters by the finance minister, which he found to be a veritable "open sesame" wherever he went, being recognized almost at once by all Russians from the highest official, with whom he came in contact.

From St. Petersburg he went to Moscow and thence over the Trans-Siberian railway, stopping at different points en route. This line is yet far from completed, and construction is made between some of the sections by steam. The train de luxe, or Siberian express, leaves Moscow twice a week, and it was on this train that Mr. Whyte journeyed.

After crossing the Ural mountains the country is open and flat, and the steppes are very fertile. In the mountains of the Altai, there is much of the same, but the country is more hilly. Much of the country is being worked. Along the banks of the rivers, much of the country is being worked, and there are 200 miles, and for some distance along the hills in the Altai. The rail is very light.

and the line insufficient, there being but 2000 to the mile as against 2400 on the C.P.R. The line ends at present at Brest-Litovsk, the distance of 1200 miles to Khabarovsk being covered by steamer down the Amur for 400 miles, to where the Amur joins and together they make the Amur. The country east of the Ural mountains is much better than that west of them, and is similar in many respects to our own North West, only more wooded.

En route to Khabarovsk the town of Blagoveshchensk was passed, and here where the bloody massacre of last year occurred so much has the place been razed by the Russians that where 10,000 people lived before last year, the place is practically deserted.

At Irkutsk, at which point Mr. Whyte was dining by the Russian government, he was informed of the power of life and death in the district, and from whom he learned some details of the massacre. It seems that General Gribski had ordered his Cossacks to drive the Chinese into the Amur, which at that time is a quarter of a mile wide, and although only five feet deep, the current is so swift that men are swept from off their feet. The soldiers were thrown against the unfortunate Chinese and they were driven into the water, and 1240 men, women and children were drowned, only a hundred getting safely across. The report that General Gribski had committed suicide, Mr. Whyte says, is considered untrue. He has been banished to Kamchatka by Russia. In the opinion of Mr. Whyte, it is allowed to come within 20 versts (about 11 miles) of the Amur river on pain of death.

While declining to discuss the trade possibilities from the point of view of their warranting the establishment of a line of steamers, Mr. Whyte said that there was a market in Siberia and Russian Asia for large quantities of goods, although Russia and China are not great exporters, which discriminated against United States goods from which country were taxed higher than others.

This tariff did not levy duties on machinery and agricultural implements and many other articles, but there was a high duty on flour, cotton and staples, which would handicap business from this side. Quite a number of articles which formerly went in are stopped by the coming in of the tariff, which, Mr. Whyte does not, however, apply to Manchuria, although that district is under Russian control. Goods for Manchuria are loaded free at Vladivostok, and are bonded through Siberia to the new Chinese district. There is a heavy market in Russian Asia, and through the tariff wall is a handicap. The fact that mining machinery, agricultural implements and other goods are not admitted free is no great inducement to Canadian manufacturers, for the peasant of Siberia is too poor to buy mining machinery. He must eat, however, and must wear clothes. The population is very vast, and the country resourceful, but illiterate and the priestcraft of the Greek church keep the people in serfdom.

During his trip through Russian Asia Mr. Whyte was unable to look over the Manchurian railway, owing to the troubles existing in that district. While at St. Petersburg he spoke to Sir Charles Scott, the British ambassador here of his desire to journey to Manchuria, but he was told of the dangers arising out of the insurrection, and the Russians are very desirous of permitting travel in that section, he did not go. On the Manchurian railway now in construction, he learned that there were about 40,000 Chinese coolies, who were kept at work at the beginning of the line. The line is being rapidly pushed ahead, being built as far as Mr. Whyte could learn. When the branch of the line to Khabarovsk is completed the Russians state that they will land passengers in Pekin from Europe in 20 days. To do this, Mr. Whyte says, they will have to cut out some of the delays such as are experienced while journeying in the train. In the first day of 24 hours the delays amounted to eight hours, spent in waiting at stations.

Mr. Whyte could not learn any news of the insurrection in Manchuria. Instead of going into Manchuria he came through to Vladivostok and took passage to Nippon.

Japan, on a Chinese steamer, and thence by rail via Nagasaki to Yokohama, he took passage thence on the Empress.

In various parts of Siberia the government has established depots at which agricultural implements are sold to the peasants for cash only. The peasants are not allowed to own their land, but are allowed to use 40 acres each; but they can neither sell nor mortgage it. Allotments are not permitted to own either land of mines; and the mines, of course, are worked by the government with prison labor. The peasants as a rule, are in a wretched condition; ignorant and filthy living on black bread, salted cucumbers, tea or water.

While passing a Cossack station Mr. Whyte saw a prison car standing on a siding. It was crowded with exiles. Many of them were students implicated in the recent riots; others were the lowest kind of criminals. Among them he noticed a young woman with a very pale face and a child in her arms. The prisoners were in a miserable condition; ill fed, filthy and badly cared for.

The train de luxe, in which Mr. Whyte travelled, is fully up-to-date, having excellent sleeping accommodations, a restaurant car, library, barber's shop and bath.

BUFFALO BILL'S ROUGH RIDERS

Just outside of the exposition grounds is a Buffalo, opposite the main street entrance, adjoining Delaware avenue, accessible by all lines of travel, in the great open field, on Monday afternoon, August 26, will be located Buffalo Bill's famous Wild West and Congress of Rough Riders of the World.

The fact that this great American exhibition is not inside the inclosure is a serious detriment to its success in connection with the Pan-American exposition; as one could no more harness or handle Buffalo Bill's Rough Riders within the confines of limited space than he could hope to bring Niagara and turn the tide of the Falls.

Colonel W. F. Cody (Buffalo Bill) is himself a typical American character, and his life history has been the one distinctive feature of world's fairs and expositions since 1853. At Earl's Court in London, at Paris and at the great World's fair in Chicago; in fact, at every fair and exposition the Wild West has been considered an absolute necessity in the way of furnishing wholesome amusement, education and recreation on a gigantic scale. This year Messrs. Cody and Salisbury have devised a programme particularly appropriate for the Pan-American exposition, and the entire exhibition, well before even contemplated, and to fittingly mark so important an epoch new chapters have been added to this great living, historical and dramatic story of civilization and extension of the world's mounted soldier.

Karl's Clove, Root Tea

Regulates the Digestion, Purifies the Blood, and is a Powerful Laxative. It is the only medicine that can be taken at any time, in any quantity, and in any climate, without the least danger to the health. It is the only medicine that can be taken at any time, in any quantity, and in any climate, without the least danger to the health.

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CONFIDENT OF VICTORY

In his cable letter to the Globe 1. N. Spaul says: "Regiments are confident that Sir Thomas Lipton is going to win America's Cup with his new steamer. Already negotiations are being freely made as to what he might do to win the famous trophy is in his possession. For one thing, he is advised in the great city of New York to make a grand match ship to equal the speed of the old ship. King Edward favorably single Miss Langtry for tea when he goes here."

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To make room for new goods the MIDNAPORE WOOLLEN MILLS will, during the months of May and June, sell their large stock at wholesale prices. This announcement needs no further comment to be appreciated, as the reputation of goods made of Alberta Wool in the Calgary District is well established. At the same time the surplus stock of Eastern Blankets and Ready Made Suits will be offered on sametems. As a sample of prices the Eastern Blankets at \$2.00 per pair. Midnapore Blankets at \$3.50 per pair. Eastern Suits \$6.50. Midnapore Suits \$9.75.

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